

2. Build a new structure at a different location without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

- (i) The present bridge has already been located at the only feasible and prudent site
and/or (ii) Adverse social, environmental, or economic impacts were noted
and/or (iii) Cost and engineering difficulties reach extraordinary magnitude
and/or (iv) The existing bridge cannot be preserved due to the extent of rehabilitation, because no responsible party will maintain and preserve the historic bridge, or the permitting authority requires removal or demolition.

3. Rehabilitate the historic bridge without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

- (i) The bridge is so structurally deficient that it cannot be rehabilitated to meet the acceptable load requirements and meet National Register criteria
and/or (ii) The bridge is seriously deficient geometrically and cannot be widened to meet the required capacity and meet National Register criteria

MINIMIZATION OF HARM

- | | <u>Yes</u> | <u>No</u> |
|---|------------|--------------------------|
| 1. The project includes all possible planning to minimize harm. | <u>X</u> | <input type="checkbox"/> |
| 2. Measures to minimize harm include the following: (circle as appropriate) | | |
| a. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements. | | |
| b. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be removed or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge. | | |
| c. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge. | | |
| (d) For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. | | |